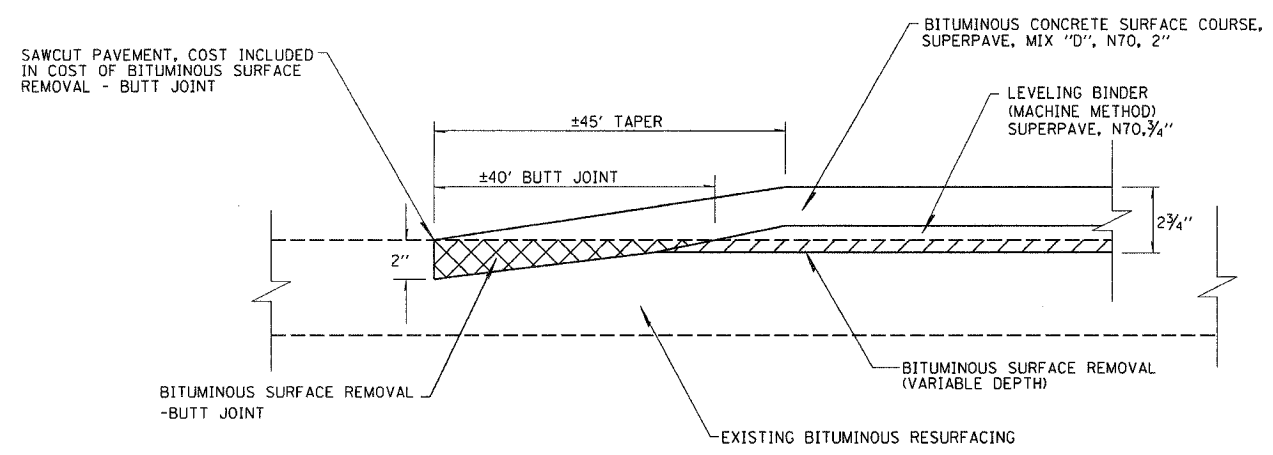


NOTES:

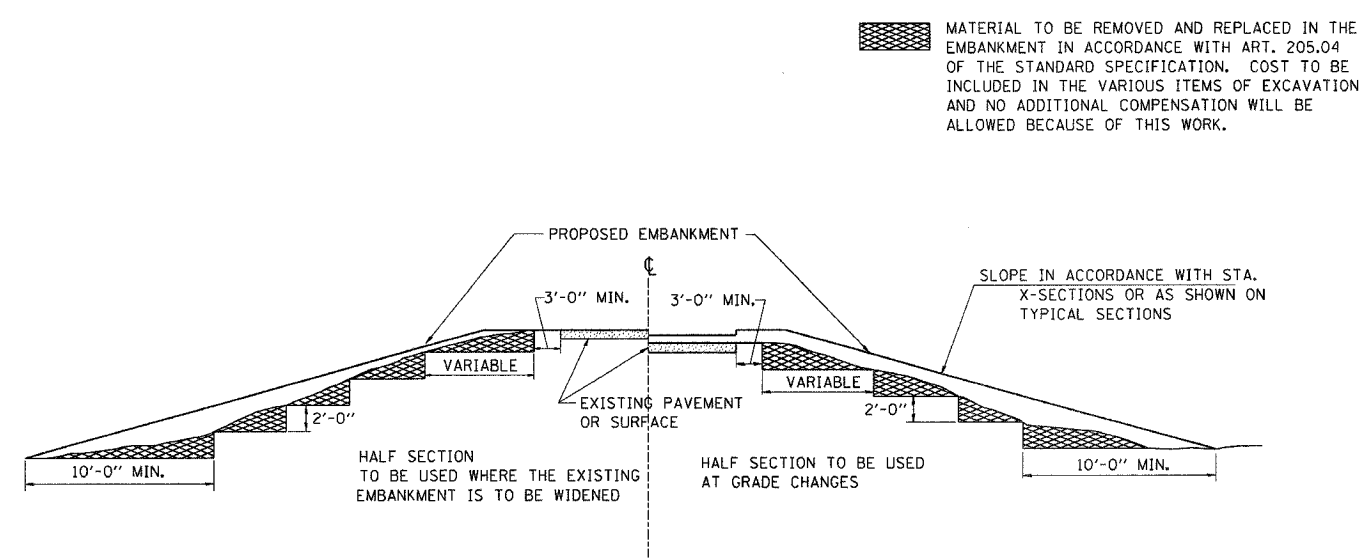
1. MILLING SHALL BE DONE TO ATTAIN REQUIRED SLOPE IN CROWN SECTIONS
2. EXISTING S.E. AND S.E. TRANSITIONS SHALL BE MAINTAINED UNLESS OTHERWISE SHOWN ON THE PLANS.
3. MILLING TO THE BOTTOM OF WHEEL RUTS SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINE.
4. THE AVERAGE DEPTH OF MILLING IS ESTIMATED TO BE 1/2" BUT MAY VARY IN ISOLATED LOCATIONS.

BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH) DETAIL

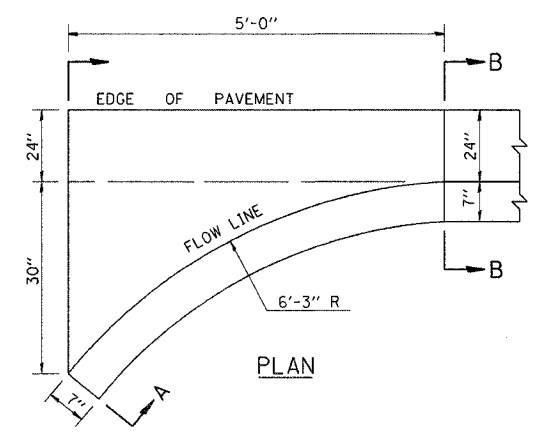


- BITUMINOUS SURFACE REMOVAL - BUTT JOINT
- BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)

BITUMINOUS SURFACE REMOVAL-BUTT JOINT DETAIL

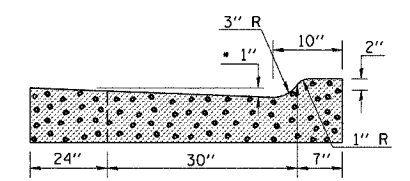


TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL

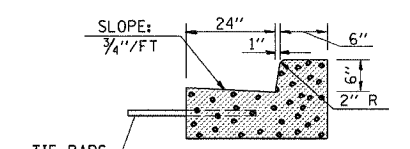


GENERAL NOTES:

THIS WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARD 606001 AND SECTION 606 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24.



SECTION A-A



SECTION B-B

SPECIAL OUTLET FOR COMBINATION CURB AND GUTTER, TYPE B-6.24

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS ROADWAY DETAILS SHEET 1 OF 2

DATE 8/02

DRAWN BY DIST. 7
CHECKED BY BWC